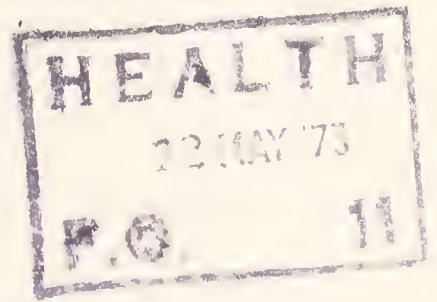




COUNTY BOROUGH OF GREAT YARMOUTH

REPORT OF THE PORT MEDICAL OFFICER

1972

The Report of the Port Medical Officer

PORT OF GREAT YARMOUTH

INTRODUCTION.

The increase in the number of vessels using the Port continued during the year with 181 extra vessels and a net registered tonnage increase of 76,405 over the previous year. The figure for the number of vessels arriving in the year reached 4,838 with a net registered tonnage of 1,189,901. The department issued 132 Deratting Exemption Certificates.

Not all this increase in the Port's activity was due to the North Sea Gas and Oil Industry as there has been a considerable volume of imports and exports on the "roll on and roll off" container vessels. Large quantities of the imports comprised food, including frozen carcase meat. This increase in the volume of meat imports resulted in the Ministry of Agriculture, Fisheries and Food designating Great Yarmouth as one of the twenty listed Ports in the country 'approved' by them for this purpose. A new vessel joined the existing three container vessels using the Port during the year. This latter vessel inaugurated a three day a week service to Esjberg and arrangements are in progress for an additional vessel to provide a five day a week service to and from that Port. Most of the frozen meat imported was of Danish and Swedish origin.

From previous experience it was again considered necessary to sample the drinking water and to inspect the drinking water tanks used to supply "Cargo Water" to the Oil Rigs. This was necessary because some of the water was used for drilling and some for drinking, and on occasion the various tanks had been confused.

This report is compiled in accordance with Form Port 20 and information is given in full under the sections enumerated for the year 1972.

Section I — STAFF

TABLE A.

Name of Officer	Nature of appointment	Date of appointment	Qualifications	Any other appointments held
R. G. NEWBERRY	Port Medical Officer	1.7.68	M.B., B.S. D.P.H.	Medical Officer of Health, County Borough of Great Yarmouth.
W. STEWART	Deputy Port Medical Officer	21.10.68	M.B.E., M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health, County Borough of Great Yarmouth.
F. T. PORTER	Port Health Inspector	3.3.64	Cert. S.I.E.J.B. and Inspector of Meat and Other Foods	Chief Public Health Inspector, County Borough of Great Yarmouth.
R. S. R. COLEMAN	Deputy Port Health Inspector	10.6.64	Cert. S.I.E.J.B. and Inspector of Meat and Other Foods	Deputy Chief Public Health Inspector, County Borough of Great Yarmouth.
E. A. GOFFIN	Technical Assistant	19.5.69	B.O.T. Master's Certificate	None

ADDRESS AND TELEPHONE NUMBER OF THE MEDICAL OFFICER OF HEALTH.

Private :

6 Orde Avenue,
Gorleston-on-Sea,
Great Yarmouth,
Norfolk.
Tel : Great Yarmouth 61257.

Office :

Health Dept.,
Municipal Offices, Hall Plain,
Great Yarmouth, Norfolk.
Tel : Great Yarmouth 3233
Ext. 51.

Section II — AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

The amount of shipping entering the district during the year increased over the previous year and the following table shows the amount of shipping and tonnage arriving at the Port during 1972.

TABLE B.

	Nos. of Foreign and Coastwise Shipping	Net Registered Tonnage	Number inspected By the M.C.H. By the Inspectors		No. of Ships re- ported as having infectious diseases on board
Laden	1,760	589,844			
Ballast	182	49,561			
Repairs & Refuge	37	6,957			
Supply Vessels	2,859	543,539			
Totals	4,838	1,189,901	5	712	Nil

Section III — CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

PASSENGER TRAFFIC.

The passengers in the container vessels operating from the port comprised mainly drivers of the container vehicles. In some cases the driver and vehicle left this country through another port. Two of the container vessels however carried members of the public as passengers but these were few in number. Supply vessels used in connection with the North Sea Gas and Oil industry carried commercial passengers such as Rig crews, technicians and business men connected with the industry. Some of these left the area by air service or through other ports. The following table gives the number of passengers in and out of the port during 1972 :—

	British	Aliens	
January :	52	420	Inwards
	71	144	Outwards
February :	100	582	Inwards
	51	159	Outwards
March :	192	196	Inwards
	71	161	Outwards
April :	167	380	Inwards
	68	126	Outwards
May :	234	446	Inwards
	379	158	Outwards

June :	244	296	Inwards
	87	233	Outwards
July :	487	287	Inwards
	106	199	Outwards
August :	261	154	Inwards
	31	37	Outwards
September :	405	207	Inwards
	100	190	Outwards
October :	308	288	Inwards
	78	206	Outwards
November :	198	211	Inwards
	50	162	Outwards
December :	163	80	Inwards
	39	131	Outwards
TOTAL	3,942	5,453	

TOTAL : British and Aliens Inwards : 6,341.

British and Aliens Outwards : 3,037.

CARGO TRAFFIC.

The cargo handled in the port during the year increased in volume especially in respect of food. Carcase meat and offal were imported in a new container vessel on a regular schedule for the first time. The general content of the cargoes was similar to previous years and the following table gives details of the quantity and nature of these cargoes as recorded by the Clerk to the Port and Haven Commissioners to whom I am indebted for this information :—

FOREIGN IMPORTS	TONS
Fruit and Vegetables	16,634
Grain :	
Wheat	21,845
Maize	2,240
Others (Meal, etc.)	23,279
Beverages (Beer, Wines, etc.)	149
Groceries	73,141
Timber	43,964
Wood Pulp	9,280
Fertilizer	31,227
Chemicals	58,995
Steel	5,271
Machinery	13,270
Others	71,431

FOREIGN EXPORTS

Groceries	16,395
Iron and Steel	10,840
Scrap	66,582
Chemicals	11,970
Machinery	13,613
Glass	10,271
Caravans	1,124
Livestock :	
Cattle	21,625
Sheep	2,937
Pigs	754
Horses	2,205
Others	48,739

COASTWISE IMPORTS

TONS

Grain :	
Wheat	802
Maize	699
Others	7,938
Coal	6,293
Petroleum :	
Gas Oil	104,120
Britoleum	7,001
Spirit	82,679
Kerosene	22,283
Crude Oil	319,229
Others	98

COASTWISE EXPORTS

Sugar and Preparation	585
Others	1,285

NORTH SEA EXPLORATION (SUPPLY) INWARDS

Chemicals	652
Cement	40
Drilling Equipment	18,952
Steel Pipes	1,034

NORTH SEA EXPLORATION (SUPPLY) OUTWARDS

Chemicals	23,916
Cement	12,472
Drilling Equipment	46,376
Steel Pipes	6,044
Salt	4,737
Others	500

TRANSIT GARGOES (NORWICH RIVER YARE)

Certain cargoes were also transported by vessels through the Port on the River Yare to and from the Norwich area as follows :—

FOREIGN IMPORTS	TONS
Wheat	13,813
Maize	19,211
Fertilizer	3,273
Other Foodstuffs	1,425
Timber	8,427
Others	7,373
COASTWISE IMPORTS	
Maize	4,545
Coal	11,561
Oil	3,703
FOREIGN EXPORTS	
Scrap	21,872
COASTWISE EXPORTS	
Sugar	1,095

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.

Belgium—Antwerp, Ghent.
Denmark—Fredricksund, Copenhagen.
East Germany—Rostock, Wismar, Stralsund.
West Germany—Hamburg, Bremen, Cologne.
Finland—Kotka, Abo, Kemi.
Holland—Rotterdam, Amsterdam, Scheveningen, Maisluys.
Norway—Christiansund, Oslo, Trondheim, Drammen.
Sweden—Kalmar, Gothenburg, Larvik.
Poland—Stettin.

Section IV — INLAND BARGE TRAFFIC

There was no inland barge traffic during the year.

Section V — WATER SUPPLY

1. Source of Supply for the District and Shipping.

The East Anglian Water Company supplies water to the district and the same supply is connected to 60 hydrants used to water vessels in the Port. These hydrants are situated at convenient places on the quayside and the water enters the vessels direct from the mains supply. Four firms have tanks filled from the mains to store a sufficient quantity of water to enable faster loading of vessels' tanks. The hydrants are maintained by the Water Board staff but the tanks are the responsibility of the firms concerned.

2. (a) Reports of Tests for Contamination (District).

12 samples of water were taken during the year from the town mains by the East Anglian Water Board Staff. On each occasion the result of analysis by the County Public Health Laboratories showed the water to be pure and wholesome and suitable for drinking and domestic purposes.

(b) Report on Tests for Contamination (Shipping)

	No. of ships involved	No. of samples taken	No. satisfactory	No. un- satisfactory
Distribution aboard ships	—	—	—	—
Storage aboard ships	23	23	11	12

Some of the samples were taken as a result of complaints made by members of ships' crews because of unpleasant taste in the drinking water. Complaints were also received from crews of oil rigs whose water was obtained from supply vessels with cargo water tanks. Six samples were reported as unsatisfactory, having high bacterial counts, four of these had evidence of faecal coli contamination. Two other samples were shown to have been contaminated by sea water and a further two samples had been contaminated by fuel oil. In one case the unpleasant taste was due to the presence of chloro-phenol which was caused by improper rinsing of the tank after a disinfecting process.

In each of these cases, notice was given to the ships' owners to arrange for proper cleansing, sterilization and refilling of the tanks concerned.

In view of the increased risk of contamination of drinking water brought about by the transport of cargo water, ships' owners have been advised to have all ships' tanks properly cleansed, sterilized and treated on a regular system. Inspection has shown that ships' water tanks, especially cargo water tanks had failed to receive the necessary attention during the annual refit of the vessel. Arrangements were made for the physical inspection of the surfaces of the tanks when these were empty by a member of the Health Department staff, and on being satisfied that the proper treatment had been carried out a certificate was issued by the department. During the year 10 certificates were issued to ships' owners.

Samples of water were also taken from the four quay side tanks used by private firms to supply vessels with drinking water. Three samples were found to be satisfactory, the fourth sample was unsatisfactory and indicated that cleansing of the tank concerned was needed. This cleansing was carried out and arrangements were also made for the provision of a proper access cover to the tank. In one case of water

contamination a firm was warned that inspection had shown that connecting hoses could have been the cause and instructions were given for the proper treatment and storage of these appliances.

3. Precautions taken against contamination of hydrants and hosepipes.

The hydrants were operated by the staff of the water company employed for this purpose. A set routine of flushing and chlorine sterilisation of the hydrant, stand-pipe and hoses was put into operation on each occasion before watering a vessel.

4. Water Boats.

No water boats are used in the Port.

Section VI — PUBLIC HEALTH (SHIPS) REGULATIONS,

1952 - 1970

1. List of Infected Areas.

Information regarding ports in Europe and on the Mediterranean coast is extracted from the World Health Organisation's weekly list, and a copy of this information is forwarded by post to the Waterguard Office of the local Custom House.

2. Radio Messages.

(a) Arrangements for sending permission by radio for ships to enter the district – Although Great Yarmouth is not a radio transmitting port, radio messages can be sent to ships through the Humber or North Foreland transmitting stations.

(b) Arrangements for receiving messages by radio from ships and for acting thereon – Arrangements for the receipt of radio messages are the same as for transmission. The telegraphic address is Portelth, Great Yarmouth.

3. Notifications otherwise than by Radio.

Messages are received by telephone from H.M. Inspector of Customs and Excise.

4. Mooring Stations.

(a) Within the docks – A berth will be made available, its situation being subject to conditions prevailing in the harbour at the time.

(b) Outside the docks – Yarmouth Roads anchorage.

5. Arrangements for :

(a) Hospital accommodation for infectious diseases (other than Smallpox – see Section VII) – Accommodation for infectious diseases other than smallpox is available at the West Norwich Hospital Isolation Unit.

(b) Surveillance and follow-up of contacts – The surveillance and follow-up of contacts is undertaken by the Port Health Inspector under the direction of the Port Medical Officer.

(c) Cleansing and disinfection of ships, persons, clothing and other articles – In case of infectious disease, disinfection is carried out by the staff of the local authority. Persons are cleansed and clothing and other articles are disinfected as required under arrangements made by the local authority.

Section VII — SMALLPOX

1. Name of Isolation Hospital to which Smallpox Cases are sent in the District.

Arrangements have been made with the Regional Hospital Board for any cases of smallpox occurring in the district to be sent to the Ipswich Smallpox Hospital, Foxall Road, Ipswich, Suffolk. Tel. No. 0473 77211/2.

2. Arrangement for Transport of Cases.

Arrangements for the transport of cases of smallpox would be made by the Medical Officer of Health directly with the Physician in Charge – Doctor D. F. van Zwanenberg or his Deputy, Doctor D. P. F. Embleton.

Dr. D. F. van Zwanenberg : Tel. 0473 77211 or 0473 51527.

Dr. Embleton : Tel. 0473 77283 or Winesham 367.

The ambulances and crews would be provided by the Ipswich County Borough Council. Arrangements for the use of these ambulances would be made through the Physician in Charge of the Ipswich Smallpox Hospital or his deputy. Disinfection of ambulances and the vaccinal state of the crews would be carried out by the Ipswich Authority.

3. Names of Smallpox Consultants available.

Dr. W. A. Oliver, Norfolk and Norwich Hospital, Norwich.

4. Facilities for Laboratory Diagnosis of Smallpox.

Specimens for laboratory examination would be sent to the Virus Reference Laboratory, Central Public Health Laboratory, Colindale Avenue, The Hyde, London, N.W.9.

Section VIII — VENEREAL DISEASE

Great Yarmouth V.D. Clinic is situated in Churchill Road, and sessions at which merchant seamen can attend are held as follows :—

Mondays — 9.30 a.m. - 12 noon.

Wednesdays — 3 p.m. - 6.30 p.m.

In-patient treatment when required would be carried out under arrangements with the Regional Hospital Board.

Masters of vessels are requested to report any cases of venereal disease among the crew, and advice is given as to when and where treatment may be obtained. Information slips regarding the clinic are issued to masters and ships' agents.

Section IX — CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES IN SHIPS

TABLE D. — Nil.

No known cases of notifiable disease occurred in any vessel arriving at the port during the year. An inspection of all vessels from foreign countries is carried out soon after arrival and the health of the crew ascertained. When vessels arrive from countries in which smallpox is endemic the vaccination certificates of the crew are checked and arrangements made for vaccination or re-vaccination where necessary.

Section X — OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

No known cases of malaria occurred among crews of vessels entering the Port during the year.

Section XI — MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No ships infected with or suspected for plague entered the Port.

Section XII — MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

1. Procedure for Inspection of ships for rats.

Ships arriving from foreign ports are subject to routine inspections, when sanitary conditions and the health of the crews are checked. At the same time the validity of the International Deratting or Deratting Exemption Certificate is checked. If this does not exist or is out of date a full inspection is carried out for evidence of rat infestation or harbourage, and in the absence of such evidence a deratting exemption certificate is issued by the Department.

2. Arrangements for Bacteriological and Pathological Examination of Rodents.

In the event of unexplained death of rats on a vessel or suspicion of disease attributable to rats, bodies would be collected by the rodent control staff of the department and sent to the Public Health Laboratory for examination. However, it was not found necessary to submit any specimens during the year.

3. Arrangements in the District for Deratting Ships.

Great Yarmouth is not a “Designated approved Port” for the deratting of vessels and the issue of certificates, and any vessel requiring such treatment would be directed to the nearest port approved for that purpose. Minor infestations, mainly of mice, are dealt with by the rodent control staff employed by the department.

4. Progress in Rat Proofing of Ships.

Vessels are checked for rat harbourage during the inspections carried out for the issue of deratting exemption certificates and owners are given notice to carry out rat proofing where necessary. The majority of vessels using the port are of modern construction and structural conditions for rat harbourage in these vessels are reduced to a minimum.

TABLE E.

Rodents destroyed during the year in ships from foreign ports :

Category	Number
Black Rats	Nil
Brown Rats	1
Unknown Species	Nil
Sent for examination	Nil
Infested with Plague	Nil

Rodents destroyed during the year in Docks, Quays, Wharfs and Warehouses in the Port :

Number of Black Rats	Nil
Number of Brown Rats	242

TABLE F.

Deratting Exemption Certificates issued during the year :

Total number of Exemption Certificates issued	132
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Prevention of Damage by Pests (Application to Shipping) Order 1951 :

A number of requests was received from the masters of coastwise vessels for Rodent Control Certificates issued under the above mentioned Order. After detailed inspection of the vessels by an inspector of this department, 8 certificates were issued during the year. No treatment was found to be necessary on these occasions but staff are available in the department for such treatment if required.

Section XIII — INSPECTION OF SHIPS FOR NUISANCES

A full routine inspection of vessels arriving at the Port is carried out by staff of this Department and any sanitary defects found are brought to the attention of the Master or Owners. Most of the defects discovered were due to lack of maintenance and the following is a summary of the conditions found :—

Defect	No. of Instances
Defective and leaking oil pipes to galley stove	2
Unclean utensil lockers	1
Unclean drinking water tanks	24
Defective surfaces to walls of galley	1
Broken W.C. pan	1
Refuse on deck	5
Unclean crews' quarters	1
Cockroach infestation of crews' quarters	6
Unfit food in food store	2
Defective deep freeze equipment	1
Defective flushing system to crews toilets	1
Unclean condition in galley	2
Accumulation of waste in galley	1
Choked crews shower drains	1

In each case the defect was brought to the attention of the Master and Owners. As a result of this informal action the necessary maintenance work was carried out as was shown by follow up inspections. In one or two cases the vessels left port and it was not possible to carry out the necessary follow-up action. Although cockroach infestation of crews' quarters was encountered on comparatively few occasions on vessels of modern construction it did occur when vessels took on supplies, especially from African ports. This appeared to be the reason for the infestations recorded above.

The following table shows the number of inspections and the number of notices served :—

TABLE G.

	No. of inspections	Informal Notices served	Number of Nuisances Abated
British Ships	267	36	27
Foreign Ships	445	47	34
British Fishing Vessels	—	—	—
Total	712	83	61

Section XIV — PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 AND 1948.

There are no shell fish beds within the Port area.

Section XV — MEDICAL INSPECTION OF ALIENS

Great Yarmouth is not an approved Port for the landing of Aliens.

Section XVI — MISCELLANEOUS

DEATH ON BOARD SHIP.

In cases of death aboard any vessel arriving at the Port the body would be removed to the Council Mortuary and interment made according to circumstances. No deaths occurred on vessels arriving at the Port during the year.

NOISE ABATEMENT ACT, 1960.

Complaints were received from local residents of a nuisance at night from a vessel using the port. Investigations showed that the complaints were justified in that the sound level readings showed a level of 78 decibels at the residences concerned which was considered to be unacceptable at night. The cause of the nuisance was traced to the generator motors of a supply vessel which emitted considerably more noise than vessels of a similar nature. Informal and formal notices have been served for abatement of this nuisance.

CLEAN AIR ACTS.

Owing to the almost universal use of diesel oil for power on vessels using the port, very little nuisance was experienced with respect to smoke. However, one older vessel using steam was the subject of complaint and investigation showed that the smoke was caused by inadequate maintenance of the boiler tubes and notice was given for the necessary cleansing to be carried out.

FOOD INSPECTION

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1968

The existing importers increased the volume of food imported through the port during the year and the amount of inspection and sampling of the products was consequently greater. These products comprised canned meat; milk and fruit; fresh vegetables, frozen fish; lard, butter and cheese. In the main, the quality of the foods inspected was satisfactory and the food condemned was mostly the result of

damage during transit, and to deterioration brought about by prolonged storage at the local wharf. Food surrendered to the department was deposited on the Council refuse tip under supervision.

Towards the end of the year another local operator arranged for imports of meat and other foods from Scandinavia and a new container roll on/roll off service commenced at a new berth in the port. This was the first occasion of regular imports of frozen meat. It is subject to special provisions laid down by the above-mentioned Regulations and difficulty was experienced in arranging for sufficient inspection owing to the arrival of the container vessel at late hours in the evening and on Sundays and lack of any inspection facilities. Consideration of facilities needed was discussed at a meeting with the importers. As a result of this meeting, at which H.M. Customs were also represented, it was agreed that certain Food Hygiene equipment be installed and a warehouse be made available for unloading. A special problem exists in respect of frozen meat in that the unloading allows for deterioration of the product unless it is placed into refrigerated accommodation and it was agreed that this would be provided if necessary. It is also a difficult operation to judge deep frozen meat unless it is thawed out as the deep frozen condition masks defects, such as early decomposition. Inspection of various consignments showed that all came from approved establishments in Sweden and Denmark as listed by the Ministry.

The total number of food inspections carried out was 391 and certain unfit foods were dealt with as a result of visual inspection. Sixty samples of imported food were taken from consignments arriving during the year and the following 51 samples were submitted to the Public Analyst for routine analysis. The following table shows the nature of the samples taken and the results.

Product	No. submitted	Result of Analysis
Pineapple Rings	1	Genuine
Fruit Cocktail in Heavy Syrup	1	Genuine
Lean Hams	8	Genuine
Chopped Ham with Pork	1	Genuine
Fruit Salad in Syrup	1	Genuine
Sweet and Sour Cocktail	1	Genuine
Lard	2	Genuine
Hot Dog Sausages	1	Genuine
Pickled Baby Beetroot	1	Genuine
Lunch Tongues	2	Genuine
Shrimps in Brine	1	Genuine
Sterilised Cream	1	Genuine
Turkey Breast in Jelly	1	Genuine
Evaporated Milk	5	Genuine
Evaporated Milk	1	Not Genuine
Tins of Whole Chicken	2	Genuine

Creme de Foie—Meat Paste	1	Not Genuine
Chicken Liver Paste	1	Not Genuine
Chicken in Jelly	1	Not Genuine
Peeled Tomatoes in Juice	1	Genuine
Lettuce	1	Genuine
Oranges	6	Genuine
Bananas	1	Genuine
Grapefruit	3	Genuine
Apples	2	Genuine
Cabbage	1	Genuine
Cucumber	1	Genuine
Onions	2	Genuine

The unsatisfactory milk sample was a labelling offence and the importers brought the matter to the attention of the foreign manufacturers who rectified the fault. Creme de foie meat paste was found lacking in meat content as laid down by British Law and it was found that some of the consignment had been already sold to the catering trade. However, the importers undertook not to import any further consignments of this product. There was a dispute with the importers on the interpretation of the law applying to the Chicken Liver Paste which was also found to be deficient in meat content. In view of the uncertainty of legal proceedings further sampling is to take place. Chicken in Natural Jelly was found to contain 70% of meat instead of 80%. This matter was taken up with the manufacturers and the method of calculating the meat content on the declared weight differed from the methods used by the Public Analyst. It was emphasised by the manufacturers that this appeared to be an isolated case. They agreed to improve their Quality Control on this product with respect to checking the weights involved.